

# Installation Instructions for Gorden Threshing Bars

Shift rotor drive gearbox into neutral. Lower the three concaves to gain access to the rotor. **Do not run or turn separator with concaves lowered**, as they will jam the shoe supply augers and damage may result.

To avoid stripping the bolt heads, use only a **Six Point** three-quarter-inch (3/4") socket. Not all impact sockets fit the recessed holes in the bar. A Snap-On socket number IMFS240 is one that is known to fit. Remove the existing rasp bars from the pedestals where the Gorden Rotor Bars will be installed. Use the new bolts that are provided to install new bars. **Do not exceed a torque of 80 foot pounds.**

The weight of each bar is marked on the backside. Weight is measured in pounds and tenths of a pound. A mark of 8.2, for example, equals 8 and 2/10's pounds. To maintain rotor balance, choose bars of equal weight and install them in pairs opposite each other on the 80 series rotors. On the 40, 60 and 70 series, install bars of equal weight in sets of three every 120 degrees around the rotor.

Some of the bar pedestals may not be positioned exactly the same distance apart, so the bolt holes may not line up perfectly. If you find a hole that will not allow a bolt to freely drop in, it must be drilled out. If a balancing weight is in the path of a new bar, it must be moved. Insert a mounting bolt in front bar hole and use a one-half-inch (1/2") drill bit to ream out the misalignment of the rear hole. Bolt all bars in place according to the pattern that you choose. It is recommended that the bars be installed around, beginning from the front, and continued until all available bars are installed.

On the 80 series, start by placing four (4) bars around and beginning at the first row of pedestals on the front end of the rotor. On the 40, 60 or 70 series, install three (3) bars around and beginning at the first row of pedestals on the front end of the rotor. Each Gorden bar uses pedestals paired according to these rows, counting from the front: Rows 1 & 3, 2 & 4, 5 & 7, 6 & 8, leave specialty bars on row 9, then skip to rows 10 & 12. In order to check rotor balance, crop debris must be removed from the rotor. Shift rotor gearbox into neutral. Rotate rotor by hand and check for balance. Cow magnets work well for temporary weight. When you think you

have the rotor in balance, give it a nudge so that it coasts an inch or two at a time. If at any point the rotor speeds up, or slows down and rolls back, it is still out of balance. Whenever the heavy point is turned to the side position, 3 or 9 o'clock, it will be the most sensitive, because it will exert the greatest leverage. When the heavy side is determined, choose the proper amount of weight to weld to opposite side. Weld weight behind a front row pedestal in a place that will balance the rotor.

After the rotor is balanced, raise the concaves and bolt them back into their proper position. Check and adjust concave leveling per the operator's manual. Reset concave clearance limits as close as possible, but do not allow the "high bar" to contact concave. Rotate the rotor by hand to assure that none of the bars contact concave.

Next shift the rotor gearbox into high gear. Run separator at full speed with the rotor set at maximum speed to check for rotor vibration. Bare in mind that other items can cause vibration, besides an out of balance rotor. Removing drive belts and running the rest of the machine can isolate straw chopper or beater vibration. Also, for example, a rotor drive belt that has once slipped may have a slight flat spot on it. A flat spot will cause a vibration when operated at the high-speed end of variable drive limit. You can determine this by shifting the rotor into neutral and varying speed. If the vibration diminishes when you slow the drive down, with the rotor in neutral, most likely the belt has a flat spot.

If the rotor runs smoothly, the installation is complete.

If you encounter any installation or operational problems, please call.

**Gorden Harvesting Equipment**  
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